

REMARKS

This Preliminary Amendment cancels original claims 1 to 31 and replacement claims 1 to 5 in the underlying PCT Application No. PCT/EP2004/004810 and adds new claims 32 to 62. The new claims conform the claims to the U.S. Patent and Trademark Office rules and do not add new matter to the application.

In accordance with 37 C.F.R. § 1.125, the Substitute Specification (including the Abstract, but without the claims) contains no new matter. The amendments reflected in the Substitute Specification (including the Title and Abstract) are to conform the Specification and Abstract to U.S. Patent and Trademark Office rules or to correct informalities. As required by 37 C.F.R. § 1.121 and § 1.125, a Marked Up Version Of The Substitute Specification comparing the Specification of record and the Substitute Specification also accompanies this Preliminary Amendment. In the Marked Up Version, underlining indicates added text and "strike-throughs" and double-brackets indicate deleted text. Approval and entry of the Substitute Specification (including Abstract) are respectfully requested.

Also enclosed is a translated copy of the International Search Report dated December 15, 2004. The Search Report includes a list of documents that were considered by the Examiner in the underlying PCT application.

It is asserted that the subject matter of the present application is new, non-obvious, and useful. Prompt consideration and allowance of the application are respectfully requested.

Respectfully Submitted,
KENYON & KENYON

Dated: 11/7/2005

By: Gerard A. Messina

Gerard A. Messina
Reg. No. 35,952

One Broadway
New York, New York 10004
Telephone: (212) 425-7200

CUSTOMER NO. 26646

(Signature)
33, 865
Aaron C.
DEPT. 104

JC14 Rec'd PCT/PTO 07 NOV 2005

Braking System For Vehicles, In Particular
Utility Vehicles, Comprising At Least
Two Separate Electronic Braking Control Circuits

5 RELATED APPLICATION INFORMATION

The present application claims the benefit of and was filed
as PCT/EP2004/004810 on May 6, 2004 which claims priority to
German patent application no. 103 20 608.6, which was filed
in the German patent office on May 8, 2003. Both applications
10 (including the English translation of PCT/EP2004/004810
filed herewith) are all hereby incorporated by reference in
their entirety.

FIELD OF THE INVENTIONDescription

15 The present invention relates to a braking system for vehicles
~~in accordance with the precharacterizing clause of patent~~
~~claim 1.~~

BACKGROUND INFORMATION

DE 199 04 721 A1 ~~discloses~~refers to an electromechanically
20 actuated vehicle braking system which has electrical braking
control circuits, namely one for the brakes on the front axle
and one for the brakes on the rear axle. The two control
circuits each have their own power supply and their own
electronic control unit, which are electrically connected to
25 a brake pedal. The two control units operate independently
of one another but can communicate with one another and can
thereby detect faults in a control unit. A fault is then deemed
to be present when the two control units determine different
control signals from the same sensor input signals. In the
30 event of a fault, the two control units are deactivated and
the brakes are then controlled by decentralized control units

which are assigned to the individual wheels and can perform only simple basic functions.

Modern utility vehicle braking systems have a dual-circuit pneumatic control system and an electronic braking control
5 system, thus making it possible to transmit signals in a more rapid manner and improving the response behavior of the braking system. The costs of electromechanical control components are also frequently lower than the costs of pneumatic control components. Another advantage is the lower
10 outlay on installation. Electropneumatic braking systems, in particular, in which the braking force is applied using compressed air but braking is controlled electronically are customary nowadays. A fundamental "quality criterion" of electrical or electronic braking control systems is their
15 reliability or fail-safety.

DE 199 15 253 A1 refers to a braking system for vehicles, said braking system having two brake circuits and containing, in a central unit, two microcomputers which are each supplied with power from separate power sources. The two
20 microcomputers activate a plurality of brake actuating devices for individual wheel brakes using two separate redundant bus systems. This activation is always effected in a parallel manner using the two bus systems. Measuring devices which are coupled to a brake pedal are provided in order to
25 activate the two microcomputers.

DE 35 02 049 A refers to a brake pressure control device for a motor vehicle having a foot brake valve which transmits signals to an electronic control unit which, for its part, activates pressure-regulating valves for wheel brakes.

WO 01/62569 A refers to an electronic braking control system having three power sources for the power supply. The power sources are decoupled from one another by diodes.

5 DE 196 40 148 A refers to an electronic braking system having a plurality of vehicle modules which communicate via a data bus. individual modules are DC-isolated from one another by optocouplers.

10 DE 195 09 150 A refers to a vehicle braking system having at least two brake circuits, said braking system respectively having a control unit which is controlled microprocessors which are independent of one another. A monitoring computer monitors the two other control units.

15 DE 32 04 185 A refers to a pressure-medium braking system having a foot brake valve which electrically activates braking control valves.

SUMMARY OF THE INVENTION

It is an object of the exemplary embodiment and/or exemplary method of the present invention to provide a braking system which can be activated electrically, has increased
20 fail-safety or reliability and can, in particular, also carry out higher functions such as ABS, ASR, EBS etc.

This object ~~is~~may be achieved by means ~~of the features of patent claim 1.~~the subject matter described herein.
Advantageous refinements and developments of the ~~invention~~
25 ~~can be gathered from the subclaims~~exemplary embodiment and/or exemplary method of the present invention are also described herein.

The ~~basic principle~~exemplary embodiment and/or exemplary method of the present invention resides in~~concerns~~ a braking
30 system comprising at least two or more electrical or

electronic braking control systems, individual brake actuators or groups of brake actuators being assigned to different braking control systems, to be precise in such a manner that there are brake actuators which can be activated
5 by a plurality of braking control systems.

In the event of a braking control system failing or developing a fault, control at "critical" wheels is immediately assumed by another braking control system.

The individual braking control systems ~~are preferably~~may be isolated from one another in such a manner that a fault in one of the braking control systems does not affect the other braking control system(s). The individual braking control systems ~~are preferably~~may be DC-isolated from one another.
10

Despite being isolated, the individual braking control systems ~~preferably~~may communicate with one another in order to make it possible for another braking control system to rapidly assume the braking control function, in order to coordinate braking activities of brake actuators which are activated by different braking control systems and in order
15 to exchange parameters which have been learnt.
20

The brake actuators which are activated by the electronic braking control systems ~~are preferably~~may be "pneumatic brake actuators", that is to say in which the braking force is applied pneumatically. This is because, in the case of electrically actuated brake actuators which are currently
25 available, it is not yet possible to build up a satisfactory or sufficient braking force.

The braking system ~~is preferably designed in such a manner that it is possible~~may be arranged to "easily" change over from the electropneumatic brake components used nowadays to purely electrically controlled components.
30

According to one development of the exemplary embodiment
and/or exemplary method of the present invention, the control
circuits each have their own electronic control unit and their
own power supply. The electrical control circuits activate
5 electropneumatic pressure regulation modules which are
supplied with brake pressure by at least two pneumatic supply
circuits.

The brake circuits may be divided between individual vehicle
brakes in different ways.

- 10 One option is to assign a brake circuit to a vehicle axle or
group of axles. Each brake circuit ~~preferably has~~may have its
own control circuit and its own supply circuit, that is to
say one supply circuit and one control circuit are then
exclusively assigned to one brake circuit.
- 15 Another option is to provide a first brake circuit, which has
the function of a service brake circuit, and a second brake
circuit, which assumes the function of the service brake
circuit, the braking operations being alternately divided
equally between the brake circuits. The non-active brake
20 circuit is respectively tested for faults in this state. In
the event of a brake circuit failing, the functions are
immediately assumed and carried out by the other brake circuit,
further changeovers being effected but a faulty function
being carried out by a redundant fault-free function. Each
25 brake circuit is respectively provided with its own
electronic control unit, said electronic control units being
able to communicate with one another via a communications line
in such a manner that they are DC-isolated. The service brake
circuit ~~preferably has~~may have two separate subsupply
30 circuits which are each connected to their own associated
pressure-medium store. The first subsupply circuit is
provided, for example, for the purpose of applying pressure

to pressure regulation modules on a front axle, and the other subsupply circuit is provided for the purpose of applying pressure to pressure regulation modules on a rear axle. The second brake circuit likewise has its own pressure-medium
5 store.

~~The invention is explained in more detail below in connection with the drawing, in which:~~

BRIEF DESCRIPTION OF THE DRAWINGS

~~fig-~~Figure 1 shows a first exemplary embodiment in accordance
10 with the exemplary embodiment and/or exemplary method of the present invention~~,fig.~~

Figure 2 shows a second exemplary embodiment in accordance with the exemplary embodiment and/or exemplary method of the present invention~~,fig.~~

15 Figure 3 shows a basic circuit diagram of the power supply system for the two braking control circuits;

~~fig-~~Figure 4 shows a schematic exemplary embodiment of a parking brake valve; and

~~fig-~~Figure 5 shows a schematic illustration of networked
20 electronic control systems.

DETAILED DESCRIPTION

Fig. 1 shows a schematic illustration of an electropneumatic vehicle braking system. Front wheels 1, 2 are each assigned a brake cylinder 3, 4, a brake lining wear sensor 5, 6 and
25 a wheel speed sensor 7, 8. Brake pressure is applied to the brake cylinders 3, 4 by associated electropneumatic pressure regulation modules 11, 12 (EPM) via pneumatic lines 9, 10. The two pressure regulation modules 11, 12 are connected in this case, via a common supply line 13, to a first

compressed-air store 14 which is assigned to the front axle. The brake lining wear sensors 5, 6 and the wheel speed sensors 7, 8 are each connected to signal inputs of the pressure regulation modules 11, 12 via electrical lines 15, 16. The pressure regulation modules 11, 12 also each have an electrical control input 17, 18, the latter being connected to a first electronic control unit 20 via electrical lines 19 which are shown only schematically in this case. The electronic control unit 20 thus controls the braking of the front wheel brakes in this case.

Rear wheels 21, 22 are each assigned a spring brake cylinder 23, 24, the latter being connected, via pneumatic brake lines 25, 26, to associated pressure regulation modules 27, 28 which are connected to a second compressed-air store 30 via a supply line 29. The spring brake cylinders 23, 24 are also connected to an electrically activatable locking valve 32 for a common compressed-air line 31.

Like the front axle, the pressure regulation modules 27, 28 are connected to associated brake lining wear sensors 35, 36 and wheel speed sensors 37, 38 via electrical lines 33, 34. The pressure regulation modules 27, 28 have control inputs 39, 40 which are connected, via electrical lines 41 which are shown only schematically in this case, to a second electronic control unit 42 which activates the brakes of the vehicle rear axle in this case.

The parking brake valve 32 which is shown in detail in fig. 4 and is described therein is connected to the first electronic control unit 20 via an electrical control line 43 and to the second electronic control unit 42 via an electrical control line 44. A pneumatic line 46 also leads from the parking brake valve 32 to a third pressure-medium store 47 via a nonreturn valve 45. The three pressure-medium stores

14, 30 and 47 are each connected to a common pressure distribution device 48 which is fed by a pressure-generating device 49 (compressor).

The two electronic control units 20, 42 are connected to an associated bus VehCom1 and VehCom2, respectively, via electrical lines 50, 51. These bus lines are used to connect the vehicle braking system to other electrical or electronic vehicle systems. In particular, a braking request signal which is prescribed by the driver using the brake pedal is supplied to the electronic control units 20, 42 via these buses.

The electronic control unit 20 is connected to a positive line V1 via an electrical line 52. Accordingly, the electronic control unit 42 is connected to a second positive line V2 via an electrical line 53. The positive line V1 is connected to the positive terminal of a first battery 54 and the second positive line V2 is connected to the positive terminal of a second battery 55. The positive terminals of the two batteries 54, 55 are connected to one another via a DC-isolation device 56, which will be explained in even more detail in connection with fig. 3.

The positive terminal of the battery 54 is also connected to an AC generator (dynamo) via a rectifier 57.

The two electronic control units 20, 42 are also connected to one another via a communications line 58 and a DC-isolation device 59.

In the case of the braking system shown in fig. 1, a "dual electronic control system" having two separate power supply devices is provided for the purpose of improving the fail-safety. Even though the two electronic control circuits

are DC-isolated from one another, the two batteries 54, 55 can have a common ground connection.

The braking request signal from the driver is supplied to the two electronic control units using electrical brake pedal
5 signals. Mechanical parts have a fail-safe design. By contrast, electronic components are duplicated and are mechanically isolated and DC-isolated from one another.

In fig. 1, the "division" of the electronic control system corresponds to the "division" of the pneumatic supply
10 circuits, that is to say the supply and control circuits are each divided between the front and rear axles.

Fig. 2 shows a brake circuit which has been improved further and in which all of the vehicle brakes can be actuated even in the event of a fault in the "primary brake circuit".

15 Fig. 2 shows a further development of the braking system shown in fig. 1. In this case too, the braking system has two brake circuits, namely a first brake circuit as the service brake circuit (primary circuit), which controls the braking of all wheels of the vehicle and of a trailer vehicle (which may be
20 present) when the braking system is intact, and a second brake circuit (secondary circuit), which controls the braking of all wheels of the vehicle and of a trailer vehicle (which may be present) if the service brake circuit, that is to say the first brake circuit, has failed.

25 In this case, the first brake circuit is formed primarily by the pressure regulation modules 11, 12 on the front axle and the pressure regulation modules 27, 28 on the rear axle. Analogously to fig. 1, the pressure regulation modules 11, 12 are supplied with storage pressure by the first
30 pressure-medium vessel 14 via a pneumatic line 13. The second

pressure-medium vessel 30 supplies the pressure regulation modules 27, 28 via the pneumatic line 29.

The pressure regulation modules 11, 12 are also connected to a control output 60 of a foot brake valve 61 via a pneumatic control line 60'. The pneumatic control line 60' is likewise
5 connected to the first pressure-medium vessel 14 via the foot brake valve 61.

The second pressure-medium vessel 30 is connected, via the foot brake valve 61, to a control output 62 of the foot brake
10 valve 61, to which control inputs 64, 65 of pressure regulation modules 66, 67 of the second brake circuit are connected via a control line 62'. The pressure regulation modules 66, 67 of the second brake circuit are also connected to the third pressure-medium vessel 47 via a pneumatic supply
15 line 68, 69.

The pressure regulation modules 27, 28 of the service brake circuit on the rear axle are likewise connected to the pneumatic control output 60 of the foot brake valve 61 via a pneumatic control line 70.

Like the front axle, two further pressure regulation modules
20 71, 72 of the second brake circuit are also provided on the rear axle, said pressure regulation modules being supplied with compressed air by the third pressure-medium vessel 47 via the pneumatic supply line 68, 69 and likewise being
25 connected to the pneumatic control output 62 of the foot brake valve 61 via a pneumatic control line 63. The pressure regulation modules 66, 67, 71, 72 of the second brake circuit are connected to the second electronic control unit 42 via electrical connecting lines 73. It goes without saying that
30 it is possible to assign the pneumatic control outputs 60,

62 of the foot brake valve 61 to the pressure regulation modules 11, 12, 27, 28, 66, 67, 71, 72 in another manner.

Analogously to this, the pressure regulation modules 11, 12, 27, 28 of the service brake circuit are connected to the first
5 electronic control unit 20 via an electrical line 74.

The pressure regulation modules 11, 67 and 12, 66 are each connected to the brake cylinders 3, 4 via an associated high-pressure selection valve 75, 76 and the pneumatic lines 9, 10.

10 Analogously to fig. 1, the brake lining wear sensors 5, 6 and the wheel speed sensors 7, 8 are connected to the pressure regulation modules 11, 12 of the service brake circuit. In addition to this, a second wheel speed sensor 77, 78 is respectively provided in the exemplary embodiment shown in
15 fig. 2, said wheel speed sensors being connected to the pressure regulation modules 67 and 66 of the second brake circuit.

Analogously to this, wheel speed sensors 79, 80 and brake lining wear sensors 35, 36, which are connected to the
20 pressure regulation modules 71, 72 of the second brake circuit, are also provided on the rear axle in addition to the wheel speed sensors 37, 38 which are connected to the pressure regulation modules 27, 28 of the service brake circuit.

The foot brake valve 61 also has electrical control outputs
25 which are connected, on the one hand, to the electronic control unit 20 via an electrical line 81 and, on the other hand, to the electronic control unit 42 via an electrical line 82. Analogously to fig. 1, control inputs of the parking brake valve 32 (which additionally has a further manual control
30 input 83 in this case) are connected to the electronic control unit 20 and to the electronic control unit 42.

In addition to fig. 1, a further pressure regulation module 84 which is connected to a trailer control valve 85 via a pneumatic control line are provided in fig. 2. The pressure regulation module 84 is supplied with storage pressure by the
5 third pressure-medium vessel 47 via the storage line 69 and is connected to the second electronic control unit 42 via an electrical control line 86. A pneumatic control line 87 for the parking brake of a trailer vehicle is also provided between the parking brake valve 32 and the trailer control
10 valve 85. The trailer control valve 85 is likewise connected to the first electronic control unit 20 via an electrical control line 88.

Analogously to fig. 1, the two electronic control units 20, 42 are connected to the positive terminals V1 and V2 via the
15 lines 52, 53 and to bus lines VehCom1 and VehCom2 via the lines 50, 51. Connecting lines 89, 90 to TrCom1 and TrCom2 connections are additionally provided in this case, said connections leading to a trailer. Power supply via the batteries 54, 55 corresponds to fig. 1. In contrast to fig.
20 1, the pressure distribution device 48 is likewise connected to the VehCom1 bus here, can isolate a faulty compressed-air supply circuit and maintains the requisite system pressure for all of the other circuits.

Like fig. 1, the two electronic control units 20, 42 are
25 connected to one another via the electrical line 58 and the DC-isolation device 59. This connection prevents an actuator, for example, being activated by different control devices at the same time.

Analogously to the front axle, the pressure regulation
30 modules 27, 71 and 28, 72 are also each connected, on the rear axle, to inputs of the spring brake cylinders 23, 24 via a high-pressure selection valve 91, 92.

The high-pressure selection valves (high select) 75, 76, 91, 92 ensure that the higher of the two brake pressures of the connected brake circuits is respectively transmitted to the brake cylinders. During normal operation, the service braking system "overrides" the second braking system, the pressures in the second brake circuit being somewhat lower than in the service brake circuit. This ensures reliable pressure control and makes it possible for the second brake circuit to check its own "operational capability", for example by measuring the pressure at the outputs of the pressure regulation modules 66, 67 and 71, 72 of the second brake circuit, that is to say upstream of the high-pressure selection valves 75, 76, 91, 92.

The valve components are now present "singly" from the output of the high-pressure selection valves 75, 76, 91, 92. They are accordingly of failsafe design.

The uppermost level of the electronic control system of the braking system is implemented using the two electronic control units 20, 42 (main electronic control unit and second electronic control unit). The two electronic control units have two communications connections 58, 59 which are independent of one another and are DC-isolated from one another. These "connecting lines" can be used to carry out plausibility checks on the two independent circuits. "Learnt" and instantaneous or measured braking parameters can also be exchanged. The "main ECU" (electronic control unit 20) controls all of the vehicle brakes during normal operation and also if the second system has developed a fault or has failed.

In the event of the main braking system failing, the second system controls braking. The main system has a pneumatic pressure supply via the pressure-medium store 14 for the front

axle and via the pressure-medium store 30 for the rear axle and controls the pressures using the associated pressure regulation modules 11, 12, 27, 28.

5 In order to increase reliability, two wheel speed sensors are provided at each wheel, one being assigned to the respective pressure regulation module of the service brake circuit and the other being assigned to the associated pressure regulation module of the second brake circuit.

10 The foot brake valve 61 is connected to the two ECUs, that is to say to the electronic control units 20, 42, with the result that DC-isolation is ensured, thus enabling plausibility checks.

Each ECU has a data connection to its associated superordinate control unit, from which external braking requests can be
15 accepted. These data connections must, of course, be DC-isolated from the two braking control circuits.

The parking brake is activated exclusively electronically by the two independent ECUs and is directly activated electrically by the driver, to be precise in the following
20 manner. Electrical actuation of the parking brake by the driver precedes electronic control by the two ECUs. However, the parking brake is released only when there are release signals from the ECUs and from the driver.

Fig. 3 shows an enlarged illustration of the power supply
25 system for the braking control system shown in fig. 2. A generator 93 (dynamo) generates a voltage and is connected to the positive terminal of the battery 54 and to the DC-isolation device 56 (supply duplicator unit). The positive terminal of the battery 55 is likewise connected to the
30 DC-isolation device. The positive terminals of the two batteries 54, 55 are thus DC-isolated. The DC-isolation may

be realized, for example, using a converter with electromagnetic transmission.

The negative terminals of the two batteries 54, 55 and the generator 93 each have a common ground connection (GND). The potential V1 can be tapped off from the positive terminal of the battery 54 and the potential V2 can be tapped off from the positive terminal of the battery 55. The isolation device 56 also has electronic monitoring units 94, 95 which are connected to the bus lines VehCom1 and VehCom2. The electronic monitoring units 94, 95 monitor and control the charging and discharging operations, to be precise in such a manner that the lives of the batteries are optimized.

Since not all of the electrical systems in a vehicle are relevant to safety, not all of the systems need to be "duplicated" either. The power supply system is therefore of "asymmetrical" design.

The main system, that is to say, for example, the battery 54, supplies power to all of the main loads, for example starter, lights, drive controller, the primary electronic braking control circuit, the primary electronic steering control circuit etc. The secondary system, that is to say the battery 55, supplies power to the "subordinate" back-up components of all the safety-relevant systems, that is to say the electronic back-up braking control circuit and an electronic back-up steering control circuit.

On account of the "asymmetry", the second battery may have a smaller capacity than the first, and another type of battery may also be used. The batteries 54, 55 are thus matched to one another in terms of size, capacity, charging and discharging curves etc.

The AC generator 93 (dynamo) charges the first battery 54 and
- in a DC-isolated manner - also the second "back-up battery"
55. In the event of a fault in a supply circuit, the "supply
duplicator unit" 56 and the electronic monitoring units
5 ensure the integrity of the other circuit.

Optimum use of the batteries requires charging and
discharging methods which are matched to the batteries, this
being monitored by the electronic control devices 94, 95. The
charging and discharging operations are thus intended to be
10 carried out, as far as possible, in accordance with prescribed
"charging and discharging curves". The electronic control
devices 94, 94 are thus used as "intelligent charging and
discharging control devices".

Since, in the case of fully electronic control of
15 safety-relevant systems, the state of the batteries is a very
important item of information, the isolation device 56 has
two DC-isolated data connections (not shown) via which
battery state signals are transmitted.

Fig. 4 shows a schematic exemplary embodiment of the parking
20 brake valve 32. It comprises two function valves FV1, FV2,
two locking valves LV1, LV2, two pressure sensors PS1, PS2
and two trailer check valves TC1, TC2. The valves FV1 and LV2
switch the upper air path of the parking brake valve 32, and
the valves FV2 and LV1 switch the lower air path. The valves
25 FV1 and LV1 are controlled by the first electronic control
unit 20, and the valves FV2 and LV2 are controlled by the
electronic control unit 42. Normally, the function valves FV1,
FV2 control the functioning of the parking brake. In the event
of a fault in a function valve (for example FV2), the
30 associated locking valve LV1 will block the faulty air path.

A relay valve RV is a power valve and is controlled by the valves FV1, FV2, LV1, LV2 since the latter are not capable of actuating the spring brake cylinders 23, 24 rapidly enough.

The trailer check valves TC1, TC2 are responsible for checking
5 the spring brake action.

If the function valve FV1 or its controller has a fault, the locking valve LV2 is actuated and the upper air path is thus blocked. In this case, correct functioning is still ensured by the function valve FV2 and the locking valve LV1.

10 If the locking valve LV2 or its controller has a fault, the two function valves FV1, FV2 must still be activated, and correct functioning is thus still maintained.

In order to detect faults in the parking brake system, use is made of two pressure sensors PS1, PS2 which are
15 interrogated in the switching sequences of the function valves FV1, FV2 and locking valves LV1, LV2.

In the event of all the electrical supply voltages failing, the parking brake valve 32 will brake.

Fig. 5 shows a schematic illustration of networked electronic
20 control systems having multiple redundancy levels. Only control systems ECU_1 to ECU_16 with their supply lines and communications connections are shown. The control systems are arranged in system groups. ECU_1 to ECU_5 are the basic systems, for example brake, steering, vehicle dynamics,
25 engine control, transmission control etc. These systems are supplied by a power generator G via a supply line V_1. The associated energy store is a battery BATT_1. The next group is formed by the control systems ECU_6 to ECU_8, which group is also supplied by the power generator G. However, the supply
30 line contains a transducer TR_1, to which a supply line V_2

is connected. The group of control systems ECU_6 to ECU_8 are the most safety-critical redundant pairs of the control systems ECU_1 to ECU_5 (for example brake 2, steering 2, vehicle dynamics 2).

5 The communications lines of the control systems are also isolated from one another by transducers. A communications connection thus exists, for example, between the control systems ECU_1 to ECU_8 by virtue of the communications line COM_1 which is connected to a communications line COM_2 of
10 the control systems ECU_6 to ECU_8 by the transducer TR_1.

Fig. 5 shows quadruple redundancy in which four transducers TR_1 to TR_4 are used.

The position of the control systems ECU_15 to ECU_16 shows another possible way of using transducers. These control
15 systems are connected to one another by means of a supply line V_5 and a communications line COM_5 and are connected to the transducer TR_4. The transducer TR_4 forms the connection to the supply line V_3 and to the communications line COM_3 which are, in turn, connected to the supply line V_1 and to the
20 communications line COM_1 by means of a further transducer TR_2.

The transducers TR_1 to TR_4 form DC-isolation devices between the various redundancy levels.

ABSTRACT OF THE DISCLOSURE

A braking system for vehicles, including at least one first
brake circuit, and at least one second brake circuit, in which
5 the at least one first brake circuit and the at least one
second brake circuit each have an electrical control circuit,
which respectively has an electronic control unit and its own
power supply device, and brake actuating devices which are
activatable by the electronic control units, at least one of
10 the brake actuating devices being activatable by more than
one of the electronic control units, in which the brake
circuits are electrically activatable via a foot brake valve,
and the foot brake valve has two electrical braking
transmitter devices which are each connected to the
15 electronic control units so that they are DC-isolated.